

AMENDMENTS TO THE CLAIMS:

1. (Currently Amended) ~~A vehicle having at least two pairs of driving wheels of which one pair is steerable in relation to the longitudinal axis of the vehicle, said vehicle comprising:~~ The vehicle as recited in claim 18, further comprising:

said a-first transmission branch operatively connected to a first pair of driving wheels; and

said a-second transmission branch operatively connected to a second pair of driving wheels, said first and second transmission branches rotatively connected to one another and at least one of said first and second transmission branches comprising at least two control units, one for each driving wheel thereof, each of said at least two control units comprising control means for varying a transmission ratio of a respective driving wheel.

2. (Previously presented) The vehicle as recited in claim 1, wherein each said control unit utilizes a steering lock angle of the vehicle as a control parameter.

3. (Cancelled)

4. (Previously presented) The vehicle as recited in claim 1, wherein each said control unit comprises a planetary gear-set and a control motor configured to influence the transmission ratio of the planetary gear-set.

5. (Previously presented) The vehicle as recited in claim 4, wherein the planetary gear-set comprises a sun gear, a planet carrier with planet wheels and an internal gear.

6. (Cancelled)

7. (Previously presented) The vehicle as recited in claim 5, wherein said planetary gear-set and said control motor are connected by a hypoid gear.

8. (Previously presented) The vehicle as recited in claim 4, wherein the control motor is connected to a sun gear of said planetary gear-set.

9. (Previously presented) The vehicle as recited in claim 8, wherein a connection between an internal gear and an axle differential extends coaxially through the sun gear and the control motor is configured to interact with the sun gear by way of a gear.

10. (Previously presented) The vehicle as recited in claim 8, wherein the control unit is disposed between a drive shaft and a driving wheel so that the drive shaft interacts with an internal gear of said planetary gear-set and the driving wheel interacts with the planet wheels of said planetary gear-set.

11. (Original) The vehicle as recited in claim 10, wherein a hub reduction gear is arranged between the planet wheels and the driving wheel.

12. (Previously presented) The vehicle as recited in claim 11, wherein the connection between the internal gear and the drive shaft extends coaxially through the sun gear, and the control motor interacts with the sun gear by way of a gear.

13. (Previously presented) The vehicle as recited in claim 8, wherein the control unit is disposed between a drive shaft and a hub reduction gear so that the drive shaft interacts with an internal gear of the control unit and planet wheels of the control unit interact with the sun gear of the hub reduction gear.

14. (Cancelled)

15. (Previously presented) The vehicle as recited in claim 1, wherein the vehicle is articulated.

16. (Previously presented) The vehicle as recited in claim 1, wherein during cornering of said vehicle a speed of one of said driving wheels of at least one of said pair of driving wheels is varied relative to a speed of the other of said driving wheels.

17. (Previously presented) The vehicle as recited in claim 1, wherein said control units comprise a planetary gear-set and a control motor for influencing the transmission ratio of said planetary gear set.

18. (Previously Presented) A vehicle having at least two pairs of driving wheels wherein at least one of said pairs is steerable in relation to the longitudinal axis of said vehicle, said vehicle comprising:

- a first transmission branch;

- a second transmission branch;

- at least two control units, each comprising a planetary gear set and a control motor, said planetary gear set comprising a sun gear, an internal gear, and planet wheels; and

- a hub reduction gear, wherein said transmission branches are connected to one another by way of a fork and one of said transmission branches comprises a drive shaft, said control units disposed between said drive shaft and a driving wheel, said control motor interacting with said sun gear by way of a gear, said drive shaft interacting with said internal gear by way of a coaxial connection through said sun gear, said driving wheel interacting with said planet wheels, said control motor influencing the planetary gear-set to vary the transmission ratio of said second branch, said hub reduction gear disposed between said planet wheels and said driving wheel, and wherein each of a plurality of steerable wheels is connected to said drive shaft by way of one of said control units.

19. - 21. (Cancelled)